

PLEASED WITH MITCHELL SIX

Gus Williams, Well Known Actor
Comments on "Ages of Man"

Paraphrasing the "Seven Ages of Man," Gus Williams, the well-known actor, delights in entertaining auditors at the hotels in the various cities his literary takes him to with his

ideas of what constitutes the modern range of human life. Mr. Williams recently purchased a Mitchell Six touring car.

"There's no record of any serious desire on the part of a man until he arrives at the age when he may legally drive an automobile," says the actor. "Nothing counts up to that. The first 'Age' is the auto-intoxication period, and the second is the period of self-denial and parsimony. Your friends and acquaintances begin to point their fingers at you, for you are living tremendously cheap—economizing and saving. The auto bug is whizzing through your capillaries at an alarming rate. You would not pay \$5 for a one-carat diamond in this age if you

the auto owner, to let you drive where the traffic is not annoying.

"The fifth age is more serious, especially if you happen to be in the theatrical business. You develop a fierce antipathy toward Pullman palaces, car travel, and sometimes, when the 'jumps' from city to city are not long, arrange to make them in rented autos.

"The sixth age is a period of self-denial and parsimony. Your friends and acquaintances begin to point their fingers at you, for you are living tremendously cheap—economizing and saving. The auto bug is whizzing through your capillaries at an alarming rate. You would not pay \$5 for a one-carat diamond in this age if you

could not sell the jewel at an immense profit.

"Then comes the 'seventh age'—that of final possession of a satisfying car, such as my Mitchell Six. You wish to remain in this 'age' all your life, and will take my car with me to every city I have an engagement, make jumps between towns when the weather is propitious, take my prima donna out for spins, as well as other members of my company, and only consenting to chip the car when the jumps are long ones. Talk about the 'Seven Ages of Man' that the dramatists always are discussing! I've got the only modern classification."

The local agent of the Mitchell is the McClure garage.

FOUR-CYLINDER CARS PREDOMINANT AT THE NEW YORK AUTO SHOW.

A careful tabulation of the types of cars exhibited at the recent New York automobile show affords some interesting comparisons.

The exhibition of American cars was held at Grand Central Palace and foreign cars at the Hotel Astor.

At the Palace, 75 makers exhibited gasoline cars while 12 foreign makers were exhibited at the importers' show. At the Palace, 46 makers showed six-cylinder cars while 55 makers showed fours.

At the foreign display, the entire 12 exhibitors showed four-cylinder models

els, while but one of these makers also showed a six-cylinder type.

At the Palace there was a total of 191 six-cylinder cars shown and 132 four-cylinder cars. At the foreign show there were three six-cylinder cars and 45 four-cylinder cars on the floor.

At the Palace, 17 makers showed six-cylinder types exclusively, while 29 makers showed fours exclusively.

At the foreign show, 11 of the 12 exhibitors showed four-cylinder cars exclusively, while the other one exhibitor showed both sixes and fours. One foreign maker showed also an eight-cylinder car.

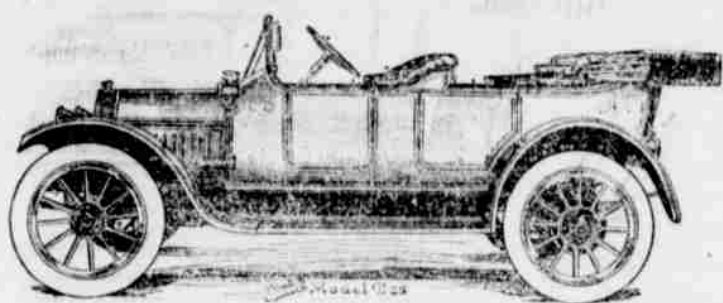
There are 32,500,000 young trees in the government's forest nurseries.

THE NEGRO'S PRAYER.

A white minister, after conducting services in a colored church, asked an old deacon to join the congregation in prayer. The brother in black offered a very fervent appeal for the white brother and said: "Oh, Lord, give him de eye of de eagle and he may see and sin afar off. Put his hands on de gospel plow. Tie his loaves to de line of truth. Nail his ear to de gospel pole. Bow his head down twix us sinners in some lowly, dark and narrow valley, where prayer is much wanted to be made. Send him, wud de kerosene be of salvation and den, set him on fire."

A CAR FOR EVERY NEED

Buick



The Car That Sells By the Trainload

A few years ago if a motor car got where it started for, it caused a remark. No body expected it to get there.

Today the motor car that doesn't get where it starts for is the car that causes the remark. Everybody expects it to get there.

And when you come down to brass tacks, getting there is the fundamental joy of motoring. It's the concern that builds a car that can't, that's the concern that's going out of business.

Did you ever stop to think how seldom it is that you ever see a Buick hung up on the road? That's Buick reliability.

If you have driven over really bad roads and have not seen a Buick plowing right through it where another car is helplessly wallowed, you're the exception. A Buick has pulled more cars out of a hole than any other car on the market. That's Buick power.

If you are driving anything but a Buick, ask any Buick owner how far he goes on a gallon of gasoline. He'll have you beaten. That's Buick economy.

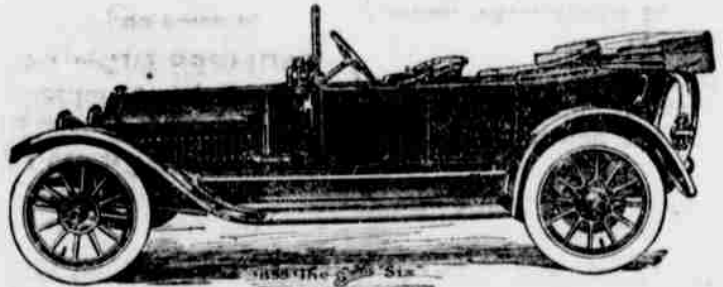
The Buick Overhead Valve Motor is guaranteed to develop more power and to give more mileage per gallon of gasoline than any other motor of its size, either American or foreign make.

BUICKS FOR 1914 ARE DELCO STARTED \$950 to \$1985

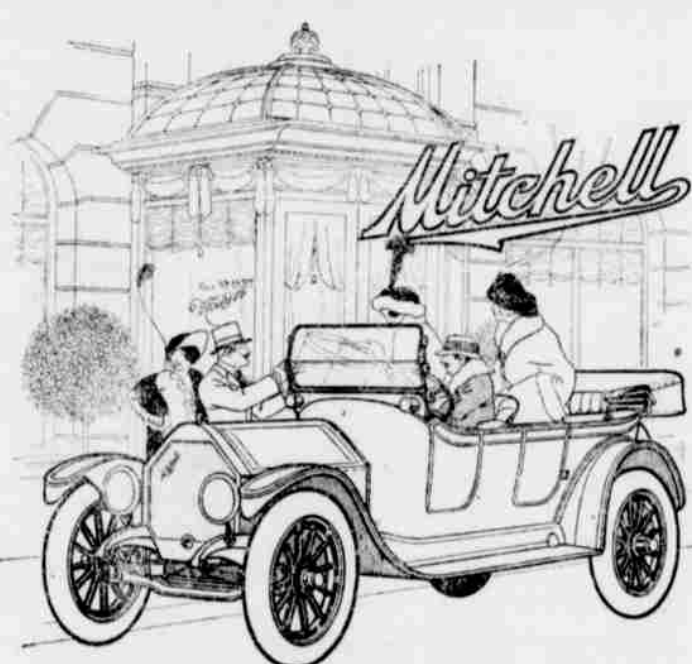
Every Part Fitted to a Hair's Breadth

Buick Model 24—28 h. p.—105-inch wheel base—tires 32x3 1/2—2 passenger	\$950
Buick Model 25—28 h. p.—105-inch wheel base—tires 32x3 1/2—5 passenger	\$1050
Buick Model 36—35 h. p.—112-inch wheel base—tires 34x4—2 passenger	\$1235
Buick Model 37—35 h. p.—112-inch wheel base—tires 34x4—5 passenger	\$1335
Buick Model 55—48 h. p.—120-inch wheel base—tires 36x4 1/2—5 passenger	\$1985

(Prices F. O. B. Flint, Mich.)



Mitchell



80 Years of Faithful Service To the American Public

The Mitchell-Lewis Motor Company has the enviable record of eighty years of faithful service to the American public. Bear this fact in mind when you get ready to buy a car, for it operates as insurance of quality.

Eighty years of faithful service is an asset of no uncertain value. This company held the respect of the early settlers of the western country because of absolutely honest merchandise in the shape of farm wagons. It established its standing before automobiles were known. When it embarked in the automobile business, it clung to the policy that made its farm wagon business famous. And its automobiles are famous for the same satisfying reason.

You've got something behind you when you buy. Our standing and prestige constitute a bulwark of safety. Add to this the remarkably fine character of the Mitchell Models and your purchase is as solid as the Rock of Gibraltar. We have been building popular-priced Sixes longer than any other firm in America, so that our Sixes are in no sense experiments. They are proved successes. Ask any one of 25,000 owners.

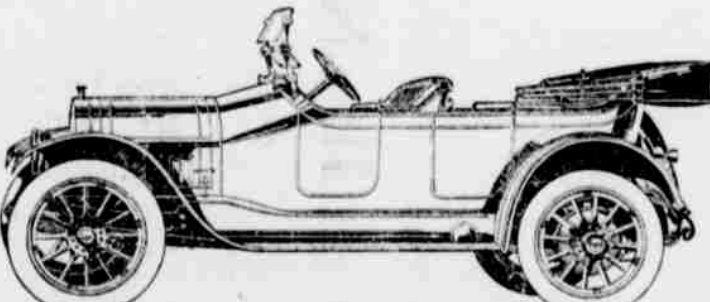
THE MITCHELL MODELS FOR 1914:

The Mitchell Little Six—50 h. p.—132-inch wheel base—tires 36x4 1/2—2 or 5 passenger	\$1895
The Mitchell Big Six—60 h. p.—144-inch wheel base—tires 37x5—7 passenger	\$2350
The Mitchell Four—40 h. p.—4 cylinders—120-inch wheel base—tires 36x4 1/2—2 or 5 passenger	\$1595

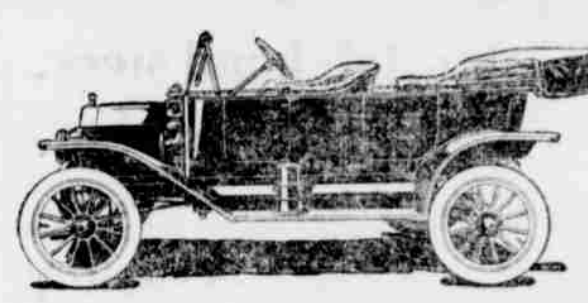
(Prices F. O. B. Racine, Wis.)

Equipment of all the Mitchell Models Included in the List Prices Here Given:

Electric self-starter and generator; electric lights; electric horn; electric magnetic exploring lamp; speedometer; mohair top and dust cover; fifty quick-action side curtains; quick-action rain vision wind shield; tungsten valves; demountable rim with one extra; double extra tire carriers; hair bow holders; license plate bracket; pump, jack and complete set of tools.



Ford



The Ford Model T Car costs you less money than any other four-cylinder car in the world because it is simplest in design and built in greatest numbers—300,000 will be manufactured for 1914.

Abraham Lincoln's speeches were strong through sheer simplicity and plainness. Every word he put into his talks said something. He left out all the frills and fancy phrases. Same with Ford motor cars. Everything but essential parts is banished. That accounts for a large measure for the unique efficiency of the Ford and for its low first cost and low cost of up-keep afterwards.

The more you put into an automobile the more it costs, but the less efficient the car really becomes. That added material must be paid for by the buyer; the buyer also has to pay for the labor of handling, assembling and adjusting the unnecessary parts. And later he must pay repair bills on those useless parts which had no business on the car at all. Therefore, the simple FORD, with far fewer parts than any four-cylinder automobile, stands out as the best automobile.

Just as we have succeeded in getting the FORD Model T simpler and lighter, so we have approached automobile perfection. Those are the two great essentials for motor car efficiency. A car can't be a practical car for all the people if it isn't simple in design and it can't be of economical maintenance if it isn't light.

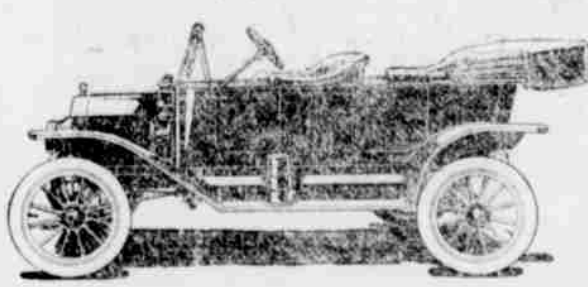
Now for \$550 you can get a FORD Model T Touring Car, five passengers, fully equipped. For \$500 you can buy the FORD Model T Torpedo Runabout. The prices result from simplicity; the light weight made possible by aluminum steel, and enormous production in the world's most efficient automobile factory.

The FORD Model T does the work. That's all there is to it. The car made its own way; it took its place right from the start as a commodity of commerce; a car of usefulness; an investment; a dividend payer, not a plaything.

1914 FORD PRICES

Model T Runabout	\$500
Model T Touring Car	\$550
Model T Town Car	\$750

(With full equipment, F. O. B. Detroit.)



1914 Models Buick, Mitchell and Ford

Now on Display in Our Garage

See these cars at the Chicago Auto Show next week

McCLURE'S GARAGE

SEVENTH STREET

PHONE 29

CALUMET, MICH.